

GOVERNMENT OF MADRAS.

Seott. II-16-55,006-3-2-55.

P.W (1954.) Department.

55-90
82 H 3
M

~~Endorsement~~ ~~D.O.~~ ~~Memorandum~~ ~~Lodged~~ Letter No. 52624A/54-3 Dated 3-8-1954
--

Passed
Kao
Supt

FURTHER PAPERS.

Department	Number.	Series.	Date.

M. S. MOGRAL, B.A., M.L.A.

P. G. MOGRAL
(VIA) KUMBLA
SOUTH KANARA

28 JUL 1954
GOVT. OF MADRAS

52629

11 June 1954

DL. ASST. SECRETARY TO

3-JUL 1954

PUBLIC WORKS DEPT.

To
The Minister for Public Works
Government of Madras, Madras

Dear Sir,

✓ Mogral river intercepts the Kasaragod Mangalore coast road in between Kasaragod and Kumbla. A bridge across this river has been a long-felt need and this was recognised by the Economic Advisor to the Government of Madras who had occasion to visit this area some years ago. The Kumbla Firka Development committee in one of its important meetings passed an unanimous resolution to bridge this river as it affords an important link between Kasaragod and Kumbla. The Government was pleased to inform the Committee that this work will be included in the First Five Year Plan. Unfortunately to the utter disappointment of the public this important scheme happened to be left out in the first Five Year Plan.

✓ Mogral Puttur village is an important vegetable producing centre of our Taluk and the only market to absorb this huge produce is at Mangalore. The Mogral

river proves great handicap for transporting the agricultural and horticultural produce of this area to Mangalore for speedy sales ~~to~~ very often due to the bottle ^{neck} ~~neck~~ in transport ^{and} the agriculturists are constrained to part with their valuable commodities for low prices in the neighbouring villages as ~~their~~ produce is perishable ^{one}.

3/ Similarly Mogral village which adjoins the same river is a flourishing fishing centre and considerable catches of big fish are daily hauled to the shore. The only markets for such heavy catches are Kasaragod and Mangalore. A bridge across the Mogral river will go a long way to facilitate the speedy transport of large consignments of fish which would otherwise decompose after some hours. There is close affinity between the towns of Kasaragod and Kumbala from the point of view of trade and other economic ties. Hence the people of Kumbala and Kasaragod have to go about frequently from one place to ~~some~~ another in the ordinary course of their business. The Mogral river is a formidable obstruction to the free movement of people and commodities.

--3--

4/ The residents of Kumbala firka have to go to Kasaragod for medical relief. During the rainy season the Mogral river is mostly in spate and is not safely fordable. This causes considerable hardship to the people who have in most cases to go without medical aid. A bridge across the Mogral river would really afford them direct access to and from Kasaragod throughout the year. ✓

5/ The bridging of the Mogral river will be a progressive step in the right direction as the Malabar South Kanara coastal road has been by now provided with bridges at Nileshwar and Thevil. ✓

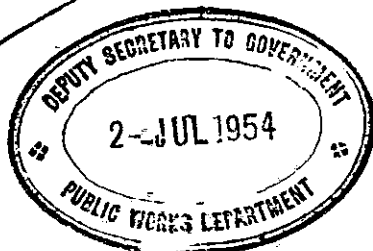
6/ Kasaragod taluk ranks second among the other taluks of South Kanara District in respect of population area and the revenue of the Government, but unfortunately as far as I could see the amount spent for this taluk for construction of bridges and roads is meagre. Therefore

I request the Government to include Mogral bridge in the second five year plan.

Thanking you
Yours faithfully,


22/6/52

4
Secy. PWD



Please examine and put up. The communication may be acknowledged.

[Signature]
Minister (W) 3/26

Letter No. 52629A/54 - Dated 5-7-54

To

Sri M.S. Mogral, B.A., M.L.A.,
Mogral P.O. via Kumbbla
South Kanara

Sir,

Sub: Construction of
bridge over Mogral
river - Inclusion
of work in Second
Five Year Plan

para 6 p3 cf }

Vide minutes of M(W) on
p 4 cf

I am directed
to acknowledge receipt:

Q

of your letter dated 22-6-54
addressed to M(W)

p 1-3 of

A
3.7.54

M
5.7.54

Y.F.

Kuv
3.7.54

Note

The draft above is submitted with
reference to the minutes of M(W) on p 4 of.
After issue the case will be examined
and submitted.

A
21/7/54
Kuv
2-7-54

M
5.7.54

2/26-7

7

P.W.(A2)

Memo. No. 52629 A/54-2 dated 26.6.54

Sub: - Communications -

Bridges - South Kanara Dt.

Construction of bridge
across Mogral river -

Inclusion of work in

Second Five Year Plan

pp1-34

Ref. - From Sri M.S. Mogral,

M.L.A., letter of 22.6.54

A copy of the
letter cited is forwarded
to the CE(H). He is
requested to examine

TPTD

pp2-3 nf

~~8~~
The feasibility of including
the work of constructing
a bridge across the
Mogral river while
drawing up the Second
Five Year Plan.

A mpb2-3 ny

26.7.54

A
23/7/54

Kov
23.7.54

To Wd 20/7/54

The CE(H) with copy
of mp1-3 of.

9

Letter No. 52629A/54-3 dated 13/8/54

To

Sir M.S. Mogral, B.A., M.L.A.

P.O. Mogral via Kumbale
South Kanara

Sir

Sub: Construction of
bridge over Mogral
river - Inclusion of
work in Second Five
Year Plan

In continuation of
His Dept letter No. 52629-A/
54-1 dated 5-7-54 I am

Ad. to
W.S.S.

pp 16 of

10

directed to state that
the CE(H) has been
asked to examine the
feasibility of ^{including} the bridge
work in the Second
Five Year Plan. whether
drawing up the Plan

pp 7-8 of -

and necessary action will
be taken to deal with

31.7.54
Kuw
31.7.54

Y.S
2.8.54

98
2/8/54

2

M. S. MOGRAL, B.A., M.L.A.

P. D. MOGRAL
(VIA) KUMBLA
SOUTH KANARA

To

M(W)

9th Jany. 1955

The Hon'ble Minister for Public Works
Government of Madras, Madras.

Dear Sir,

19 JAN 1955

17 JAN 1955

✓ May I invite your kind attention to my repre-

sentation made on 22nd June 1954 regarding the

construction of a bridge across the Mogral River
in Kasargod Taluk. Mogral River intercepts the
Kasargod-Mangalore coast road in between Kasargod
and Kumbla. The bridge across the river has
been a long-felt need and this was recognized
by the Economic Adviser to the Govt. of Madras
who had occasion to visit this area.

The Kumbla Firka Development Committee in one of
its important meetings passed an unanimous resolu-
tion to bridge this river as it affords an imp-
ortant ~~link~~ link between Kasargod and Kumbla.

The Government was pleased to inform the Commit-
tee that this work would be included in the first
Five-Year Plan. Unfortunately to the utter

disappointment of the public, this important scheme happened to be left out in the first Five-Year Plan.

✓ Mogral Puttur Village is an important vegetable-growing centre in Kasargod Taluk, and the only market to absorb this huge produce is at Mangalore. The Mogral River proves a great handicap for transporting agricultural and horticultural produces of this area to Mangalore and other places for speedy sales. Very often due to the bottle-neck in the transport, and the result is the agriculturists are compelled to part with their commodities for low prices in the neighbouring villages as these produces are perishable ones.

✓ Similarly Mogral Village adjoins same river and is a fishing centre and considerable catches of fish are daily hauled to the shore. The only market for such heavy catches are Mangalore and Kasargod. A bridge across the river will go a long way to facilitate the speedy transport of large consignment of fish, which would otherwise decompose after few hours. There is a close affinity between the towns of Kasargod and Kumbla from the point of view of trade and other



13

economic ties. Hence the people of Kumbala and ~~Kasara~~ Kasargod who are to go about frequently from one place to other in the ordinary course of their business are put to great difficulties owing to the lack of a bridge for this river. The Mogral River is a formidable obstruction for the free movement of the people and commodities.

* The residents of Kumbala Firka have to go to Kasargod for litigations and medical relief. During the rainy season, the Mogral river is mostly in spate and is not safely fordable. This causes considerable hardship to the ailing Public, who are obliged to go without medical aid. A bridge across the Mogral River would really afford the Public, access to and from Kasargod throughout the year. The bridge is not likely to cost much if only a submergible type of bridge is built on the pattern of the bridge at Madurai over the Vaigai River using R.C. pipes. There is bound to be heavy traffic and the road fees (toll cess) collected is sure to bring in a decent return to the Government.

14
-4-
5/ The bridging of Mogral River will be a progressive step in the right direction as the Malabar Southkanara coastal road has been now provided with bridges at Nilleshwar and Thekkil. Kasargod Taluk ranks second among other Taluks of South Kanara District in respect of population, area and the Revenue of the Government, but unfortunately as far as I could see, the amount spent for this Taluk for the construction\$ of bridges and roads is too meagre.

2nd
with
1st
6/ Under these circumstances I request, the Government to 'include Mogral Bridge in the Second Five-Year Plan and give it top priority.

7/ Thanking you,

Yours faithfully,

B. Aguil
9/11/50

X 27 2nd 15

I am told that

But I don't ⁴⁴¹¹ know

Sanctified from 5 to
to 3) talks for brief
in S-Kanara but not
work is held to?

of the tree 2

Are all dangerous
to Kanara any from 5
for normal growth
B. S. S. S. S.

~~2 Drafts~~

24
31

pp 1-4 c.f.

C. E. (H) D. D.		
Date	7/2/55	Despatch
		Initials

To
The C.E. (H)
with copy of pp. 1-4 c.f.

28/1/55
K. W.
28.1.55

~~Draft 17~~
P.W.D. (A2)

Memo. No. 4411 A/55-1 Dated 29-1-55

Sub:- COMMUNICATIONS - Bridges - S.Kanara
Dt - Construction of bridge, over
Mogral river - Inclusion of work
in Second Five Year Plan -
Request.

Ref:- From Sri M.S. Mogral letter dated
9-1-1955.

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A copy of the letter cited is
communicated, to C.E. (H) in continuation
of Memo. No. 52629 A/54-2, P.W., dated
26-7-1954 for necessary action.

29.1.55
29.1.55
29.1.55
29.1.55

CENTRAL DESPATCH BRANCH

Despatched by Mr. P. O. Mogral

Date 29-1-55 To's Initials. Me

ppl-4cf

pp9-10 CF/M

ppl-4cf

Draft 11/92

P.W.D. (A2)

Letter No. 4411 A/55-2 Dated 29-1-55

To

Sri M.S. Mogral, B.A., M.L.A.,
P.O. Mogral, Via Kumbia,
SOUTH KANARA.

Sir,

Sub:- Construction of bridge over
Mogral river - Inclusion of
work in Second Five Year Plan

Ref:- Your Lr. dated 9-1-55 addressed
to M. (W).

I am directed to invite
reference to this Dept. Lr. No. 52629 A/
54-3, dated 3-8-54 and to state that a
copy of your letter dated 9-1-55 has been
communicated to the C.E. (H) for taking

P.T.O.

44 29

necessary action in the matter.

28/1/55
Kerr
28-155

29/1/55 Y.F.
29-155
29/155

Copy to the C.E. (H).

CENTRAL DESPATCH BRANCH	
V	
Received by	
Date 2/2 155	Initials.

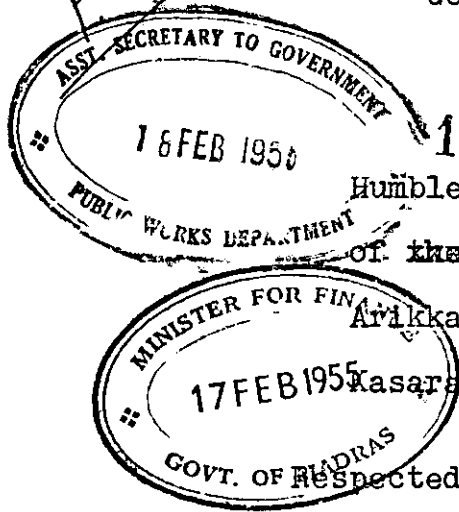
To

The Honourable Sri. C. Subramaniam,
B.A.B.L., M.L.A.

Minister for Finance.

Govt. of Madras.

Camp: Kumbla, South-Kanara.



Humble memorial submitted on behalf of the public
of the Mogral, Mogral Puttur, Koipady, Ichelanpady,
Arikkady, Kannore, Bombarana and Kudlu villages of
Kasaragod taluk.

Respected Sir,

Mogral river intercepts the Kasaragod Mangalore coast road in between Kasaragod and Kumbla. A bridge across this river has been a long-felt need and this was recognised by the Economic Advisor to the Government of Madras who had occasion to visit this area some years ago. The Kumbla Firka Development Committee in one of its important meetings passed an unanimous resolution to bridge this river as it affords an important link between Kasaragod and Kumbla. The Government was pleased to inform the Committee that this work will be included in the First Five Year Plan. Unfortunately to the utter disappointment of the public this important Scheme happened to be left out in the First Five Year Plan.

Mogral Puttur village is an important vegetable producing centre in our taluk and the only market to absorb this huge produce is at Mangalore. The Mogral river proves great handicap for transporting the agricultural and horticultural produce of this area to Mangalore for speedy sales. Very often due to the bottle-neck in transport the agriculturists are constrained to part with their valuable commodities for low prices in the neighbouring villages, as such produce is perishable.

Similarly Mogral village which adjoins the same river is a flourishing fishing centre and considerable

catches of big fish are daily hauled to the shore, the only markets for such heavy catches are Kasaragod and Mangalore. A bridge across the Mogral river will go a long way to facilitate the speedy transport of large consignments of fish, which would otherwise de-compose after some hours. There is close affinity between the towns of Kasaragod and Kumbla from the point of view of trade and other economic ties. Hence the people of Kumbla and Kasaragod have to go about frequently from one place to another in the ordinary course of their business. The Mogral river is a formidable obstruction to the free movement of people and commodities.

The residents of Kumbla firka have to go to Kasaragod for medical relief. During the rainy season the Mogral river is mostly in spate and is not safely fordable. This causes considerable hardship to the people who have, in most cases, to go without medical aid. A bridge across the Mogral river would really afford them direct access to and from Kasaragod throughout the year.

The bridging of the Mogral river will be a progressive step in the right direction as the Malabar South-Kanara coastal road has been now provided with bridges at Nileshwar and Thekkil.

Kasaragod taluk ranks second among the other taluks of South-Kanara District in respect of population, area, and the revenue of the Government, but unfortunately as far as we could see the amount spent for this taluk for construction of bridges and roads is meagre. ~~Therefore we request the Govt.~~ The construction of this bridge may not cost the Govt. more than a couple of lakhs of rupees. If a submersible type of bridge on the pattern of the bridge at Madurai over the Vaigai river using R.C. pipes, could be constructed, then the cost could be considerably reduced.

Under these circumstances we request you sir, to make the necessary provision in the 1955-56 budget for the construction of the above said bridge. There is bound to be heavy traffic in this route and as such the road fees collec

25

is sure to bring in a decent return to the Government.

Thanking you.

Yours Faithfully.



M. S. Morgan
3/2/55 M.L.A.

26

5/3/55

P.W(A2)

Memo No. 13262 A/55-1 Dated 8-3-55

Sub: - Com ~~26~~ - Bridges - South Kanara district - Construction of Bridge over Mogral river - Request

Ref: - Memorial dated 3-2-55 submitted to M(F&E) by the people of Mogral pp1-5 ante

A copy of the reference is forwarded to RCE(H) in continuation of Memo No. 4411 A/55-1, P.W., dated 29-1-55 for necessary action.
m 8.3.55

7-3-55
Kew
7-3-55

Note

After issue, the papers may be filed with Lr. No. 52629 A/54-3 dated 3-8-54 at (A)

7-3-55

m 8.3.55

To

RCE(H) and
copy 2
pp1-5 ante

Depd
15/3

C.No. 52629 A/54

Sub: Communications - Bridges - South Kanara district.
Construction of bridge over Mogral river - Inclusion of work in Second Five Year Plan - Request.

Ref: From Sri M.S. Mogral, M.L.A., letter dated 22-6-54.

"Secy. P.W.D.

Please examine and put up. The communication may be acknowledged.

Shanmugha Rajeswaran,
30-6-54".

(Issued as letter No.52629 A/54-1, dated 5-7-54).

The file deals with the request for inclusion of the work of constructing a bridge across the Mogral river in Kasaragod taluk, South Kanara District in the second Five Year Plan commencing from 1956-57. Sri M.S. Mogral has stated that Mogral river intercepts the Kasaragod-Mangalore Coast road ⁱⁿ between Kasaragod and Kumbala, that a bridge across this river has been a long-felt need and that this fact was recognized by the late Economic Adviser to this Govt. who visited the place some years back. He has pointed out that a bridge across this river is quite necessary in the interests of trade and commerce of the area and for affording medical relief to the residents of Kumbala. He has also pointed out that Kasaragod is one of the important taluks of the district but that the amount spent for this taluk for construction of bridges and roads is meagre. He has, therefore, requested that the work of constructing a bridge across the Mogral river may be included in the Second Five Year Plan.

2. With reference to a Legislative Assembly Question given notice by the same Member in September 1952 whether this bridge was included in the First Five Year Plan, the C.E.(H) reported that the bridge would be at mile 24/3 of the Mangalore-Kasaragod road, which is a

p 4 CF

pp 5-6 CF

para 6 p 3 CF

para 1 p 1 CF

paras 2 to 4 on
M 2-3 CF

para 6 p 3 CF

X p 1 CF / (M)
[2 MS No. 1070, P.H.
12/3/53]

p 9 CF / (M)

Major District road under the control of the Govt. and that the work was not specifically included in the Five Year Plan, though it ^{came} ~~came~~ within the scope of the Post War Plan. He also pointed out that in the comprehensive programme of Post War Road Development this bridge work had been shown under works to be considered in the last quinquennium at a cost of Rs 2 lakhs at pre-war rates plus 80% and that it was not possible to accommodate it in the first Five Year Plan. The Member was, therefore, informed in December 1953 in reply to his question that the bridge work was not included in the five year plan and that the question of taking up the bridge work did not arise.

p 9 CF/M

} vide printed proceedings extracted at p 7 nf/M

3. The main need of the Dist. is the bridging of several rivers which interrupt through communications.

The Govt. have already sanctioned under the Five year road plan a good number of bridges in the district.

✓ vide list at p 9-11 nf/M

Some of these works have been completed and the remaining works are in various stages of progress. Under the plan for

development of communications facilities in areas not connected by Railways, for development of communications between States, etc., the Govt. of India have recently

vide Note at (W)

sanctioned a grant of Rs 138 lakhs and out of this a sum of about ^(Rupees) 38 lakhs is proposed to be utilised for

construction of three bridges across Udayavar, Mulki and Pavanji rivers on coastal road between Mangalore

} vide items 17, 18, 19 on p 4/W

and Malpe. It will thus be seen that the Govt. are taking necessary steps to provide all weather road communications between important places in the district.

As the C.E.(II) has assigned only a low priority for

p 9 CF/M

the bridge work under reference in the comprehensive road development plan in the State it may be assumed that the bridge work is not urgent. But in view of

the fact that the M.L.A. has now stressed the need for provision of a bridge across Mogral river during the

HP-3 CF

Second Five Year Road plan period it is for consideration

A

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A

whether the C.E. may be asked to examine the feasibility of including this bridge work while drawing up the Second Five Year Plan.

The file may be circulated to M (W) for orders.



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16.7.54
Kun
16.7.54

A above may be done
A. J. Chandra
17.7.54
A.S., P.W.D.



H. S. Ram
19/7/54

2 M(W) [Signature]
21/7

2 With reference to 'A' above a draft memo to the C.E. (H) is submitted.

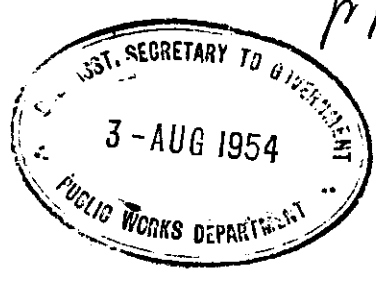
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23/7/54

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23/7/54

26.7.54

Kun
23.7.54

107-84 (Issued as Memo No 52629A/54-2 dated 26.7.54)



Sri M. S. Mogul may also be informed in continuation of this Dept letter at PWS-6 of that the C.E. (H) has been asked to examine the feasibility of including the bridge work in the 2nd five year plan. Draft subd below is for approval not necessary now

2 Kun
21.7.54

2.8.54

109-104 (Issued as Letter No-52629A/54-3 dtd 3-8-54)

COMMUNICATIONS - Bridges - South Kanara Dt -
Construction of bridge over Mogral river - Inclusion
of work in Second Five Year Plan - Request.

pp1-4cf

Ref:- From Sri M.S. Mogral, M.L.A., letter dated
9-1-1955.

I am told that Govt. of India have
sanctioned grants for Rs 37 lakhs for bridges
in S. Kanara but that work is held up?

Is this true?

Are we denying to S.Kanara any grants
for normal purposes.

R.M. Sundaram.

-:-

Sri M.S. Mogral, M.L.A. has again stressed
the need for a bridge across the Mogral river in
Kasargod taluk, South Kanara Dt. He has pointed
out that the bridge is not likely to cost much if
only a submersible type of bridge is built on the
pattern of the bridge across the Vaigai river at
Madurai using R.C. pipes and that the expenditure
incurred on the bridge work can be recouped easily
by levy of tolls. He has requested that the bridge
work may be included in the Second Five Year Plan
and that it may be given top priority.

2. For reasons given in his letter dated
22-6-1954 the Member requested that the bridge work
might be included in the Second Five Year Plan. The
request of the Member was remitted to the C.E. (H)
and he was asked to examine the feasibility of
including the bridge work in the Second Five Year
Plan. The Member was also apprized of this fact -
please see the notes on pages 1-3 n.f. of Letter
No. 52629 A/54-3, dated 3-8-1954 at (M). A copy of
the present representation on pp. 1-4 c.f. may also
~~put up~~ be communicated to the C.E. (H) for necessary
action. The attention of the Member may be invited
to Lr. No. 52629 A/54-3, dated 3-8-1954 at pages
9-10 c.f. of (M) and he may be informed that his

p5cf

pp1-3cf

on p 3cf

on p 4cf

pp1-3cf / (M)
[Lr. No 52629 A/54-3]
3-8-54

pp7-8cf / (M)

✓ pp9-10cf / (M)

request has been remitted to the C.E. (H) for necessary action. Two drafts are submitted.

3. With reference to the observations of Secretary extracted at p. 1 above the following note is submitted:-

Alleged delay in the extension of
bridge work:-

Under the scheme for the development of inter-State roads and roads in backward areas of this State the Govt. of India approved a list of works estimated to cost Rs 138.04 lakhs and agreed to give a maximum grant of Rs 138 lakhs for execution of these works. These works are to be commenced only after obtaining the technical approval and financial sanction of the Govt. of India to the detailed estimates for works. They are to be completed by 1957-58. The following ^{are the} three bridge works estimated to cost Rs 38.30 lakhs in South Kanara Dt. ~~are~~ referred to ---

- | | |
|---|----------------|
| (1) Construction of bridge at M.13/2 of
Mangalore Udipi road over
Pavaniji river. | Rs 11.00 lakhs |
| (2) Construction of bridge at M.18/4 of
Mangalore Udipi road over Mulki river | Rs 11.70 lakhs |
| (3) Construction of bridge M. 33/5 of
Mangalore Udipi road over Udayavar
river. | Rs 15.60 lakhs |
| | ----- |
| | Rs 38.30 lakhs |
| | ----- |

The Govt. of India have recently accorded technical approval and financial sanction to three estimates amounting to Rs 5,190/- for surveying and preparing detailed estimates for the three bridge works. The works will be taken up for execution after approval of the Govt. of India ~~by~~ the detailed estimates is obtained.

Vide
G.O. No 4233, P.W.
1-12-54 / (R)

(b) Denial of grants for normal purposes.

In preparing the five year plan of Post War Road Development due to weightage has been given to South Kanara district with reference to its area, population, backwardness in communications, etc. The main need of the district ^{is} the bridging ^{of} the various rivers, ~~which interfere through communications.~~ Having due regard to this fact the Govt. have already sanctioned a good number of bridges both under P.W.R.D. and C.R.F. programmes - Vide list at pages 5-8 of (Q)

Besides ~~this~~, this Govt. have also a programme for the development of West Coast Road in this State ^(which lies both in Malabar and S. Kanara districts.). The Govt. of India have agreed to meet 50% of the cost of works and they have stated that these works should be executed within the current five year plan period as it will be difficult for them to arrange for adequate provision of funds for these works during the 2nd five year plan. This Govt. have therefore, decided to give top priority to these works. ~~and~~ ^{meet our} They have also decided to ~~their~~ share of the cost of the works from the State allocations of the Central Road Fund.

The programme for development of West Coast Road envisages the construction of bridges and improvement of the West Coast Road in the South Kanara Dt. at an estimated cost of Rs 70 lakhs.

It may also be mentioned that it is proposed to take up reconstruction of 4 bridge works on the Dt. at an estimate cost of Rs 1.33 lakhs under the Part II Scheme proposals for 1955-56.

It will ~~be~~ thus be seen that the Govt. are not denying grants to South Kanara Dt. for normal purposes. When the works which are ^{now} sanctioned

p 35

4

under the various schemes are completed the Dt. will
have a good number of all weather roads.

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28/1/55
Kun
28.1.55.

29.1.55 ~~28.1.55~~/S
6
29.1.55

Dank
lf
29.1.55

(Issued as Memo No. 4411A/55-1 dt 29-1-55) 2 p17cf

(Issued as Letter No. 4411A/55-2 dt 29-1-55) 1/19-20.1.